

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☒ no ☐

Property Name: Waldorf Motel Inventory Number: CH-1003
 Address: 2111 Crain Highway Historic district: ☐ yes ☒ no
 City: Waldorf Zip Code: 20601 County: Charles
 USGS Quadrangle(s): Piscataway
 Property Owner: Waldorf Restaurant, Inc. Tax Account ID Number: 058655
 Tax Map Parcel Number(s): 17 Tax Map Number: 8
 Project: US 301 Waldorf Area Transportation Improvements Agency: Maryland State Highway Administration
 Agency Prepared By: Parsons Brinckerhoff
 Preparer's Name: Renee S. Novak Date Prepared: 4/8/2008
 Documentation is presented in: 2008 Maryland Inventory of Historic Properties (MIHP) form
 Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended
 Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
 Complete if the property is a contributing or non-contributing resource to a NR district/property:
 Name of the District/Property: _____
 Inventory Number: _____ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no
 Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Description:

The Waldorf Motel complex is located on a 6.07-acre parcel along the west side of U.S. 301 in Charles County, Maryland. The complex includes the Waldorf Restaurant, which is located at the center of the parcel. The property is bordered by commercial businesses to the northeast and southwest, a moderately forested area to the northwest and rear of the complex, U.S. 301 to the southeast, and a residential dwelling directly to the north of the motel. The motel is set on a level, open lot with patches of shrubs and landscaping on the east side near U.S. 301. For the purposes of this assessment, the 90-unit Waldorf Motel and Waldorf Restaurant are being collectively evaluated as one historic district. The period of significance for the motel is 1950 to 1968.

Directly behind the Waldorf Restaurant is a large, rectangular-shaped parking lot area with several grassy patches. This parking lot occupies a central location within the complex and allows for additional parking within the interior of the motor court. An Olympic-sized pool once occupied the site of this interior parking lot, which is evident by its rectangular footprint. A paved driveway leads back between the two motel wings from this interior court area to a secluded lot where a cluster of small service outbuildings are located.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments: *Representative example of mid-20th-century roadside commercial architecture, associated with "little Vegas" phenomenon in local history.*

Jim Talano ✓ 11/12/08
 Reviewer, Office of Preservation Services Date
R. Kuntz 11/14/08
 Reviewer, National Register Program Date

200802868

The Waldorf Motel consists of two motel wings with modest rooms that flank the rear ends of the complex to form a U-shaped, motor court design. These two wings do not connect in the center of the U shape. The motel's design reflects the U-shaped crescent configuration that was prevalent with integrated motor courts and roadside lodging along prominent stretches of highway during the 1950s and the 1960s. The complex was constructed in three building phases: an early-1950s ground-level portion of the south wing and including the Waldorf Restaurant; a late-1950s expansion of the ground-level rooms to include a new north wing; and an early-1960s second-story addition on top of the existing south wing and north wing ground-level rooms. By the early 1960s, the motel had nearly doubled its total number of rooms. Since the 1960s, the Roberts family has owned and operated the Waldorf, which continues to function as a motel.

Although not high-style examples, the motel and two-story Waldorf Restaurant exhibit characteristics of the Contemporary style that was popular during the mid-twentieth century in commercial roadside architecture. Architectural themes such as cantilevered and widened roof eaves, low-pitched ridgelines, sharp angled structural piers, and large bays containing window units are consistent throughout the motel wings, office space, and restaurant elevations.

The visual remnants from the early 1950s motel design are still evident today. Ground-level rooms are fewer than on the second level; this is because the rooms on the 1950s ground-level sections have incorporated garage spaces into their layout as part of the original design intent. This feature stemmed from an earlier motel philosophy where visitors and guests could drive directly into a private garage and enter their motel room. On their front-facing elevations, the first and second levels of both wings are separated by a concrete walkway and open-rail balcony. This concrete walkway served as the original cantilevered front canopy for the 1950s ground-level rooms that protruded over the concrete patio.

History:

The land on which the Waldorf Motel now stands consisted of two parcels that were once part of a larger tract variously known as "Grant's Enlargement," "Duke's Delight," "Timberline," and "Mollie's Delight." Historic deed research indicates that the original 100-acre parcel extended further northwest of the motel (2125 Crain Highway) from U.S. 301. The parcel changed several hands in the Hunt family before Constance E. Hunt acquired it from William E. Hunt, who had died unexpectedly. In 1940, Hilder I. E. Malm bought the property and subsequently sold it two years later in 1942 to William B. Fenwick and Margaret A. Fenwick of Charles County.

The land remained in the possession of the Fenwick family until May 27, 1966 when the Flamingo Corporation purchased it from the Fenwicks. Archival research did not yield any information pertaining to when the larger parcel was subdivided into smaller lots or when the current corporation, Waldorf Restaurant, Inc., assumed ownership. It is possible that the Roberts family is affiliated with Waldorf Restaurant, Inc. During the 1960s, however, William "Whitey" Roberts operated both the motel and restaurant. Today, Robert's son and daughter-in-law, Les and Marie Roberts, continue motel operations.

The land on which the Waldorf Restaurant now stands was also once part of the original 100-acre parcel. Historic deed research for this property indicated a street address of 2111 Crain Highway that has been under the ownership of Waldorf Restaurant, Inc. Corporation since July 1980. Records show that the property was surveyed by L.H. Steffens in 1937. In February 1950, Eugene and Grace Chaney acquired the property from the Garner family. For the next 17 years, the property was transferred multiple times between the Chaney and Waldorf Restaurant, Inc. Tax records indicate that the parcel was improved in 1952 with the construction of a commercial building. In May 1967, the Chaney's reacquired the property from Waldorf Restaurant, Inc., only to convey it back to the corporation in 1980 upon Eugene Chaney's death.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

The roadside motel evolved out of a necessity for leisure tourists traveling by automobile to have accessible overnight accommodations complete with food, gas, and entertainment services. In 1933, cabin-camp construction was considered to be one of the few booming building sectors of the Great Depression. These destination accommodations were increasingly referred to as auto camps, tourist courts, motor hotels, motor lodges, autels, and most commonly "motels".

Smaller, independently-owned motels, also referred to as "mom-and-pop" management, dominated the motel industry in its early days. These "mom-and-pop" establishments were considered wholesome, family-oriented, and safe places to stay. Following a lull during World War II, the motel business soon boomed again by the late 1950s and into the 1960s, with motels no longer taking the form of individual cottage or auto camps but as fully integrated buildings under a single roof.

Specific building types and building arrangement within the motel complex help to determine how the modern-day, roadside motel evolved. Auto camps, cabin camps, and cottage courts with detached rooms gradually evolved into single integrated units underneath one roof. The spatial organization of the roadside motel took on many forms including motels laid out in one row or a series of rows, in the shape of a narrow U or wide U, and a crescent or cluster-shaped complex. The most common architectural styles included Colonial Revival, Spanish Colonial Revival, and Modern/Contemporary architectural styles. Many motel complexes boasted centrally located coffee shops, restaurants, pools, and recreational courtyard spaces as part of their integrated package. Competing motels often sought the benefits of brand recognition by displaying eye-catching neon signs in order to attract wayward travelers from the busy highway.

As commercial development greatly increased along the U.S. 301 corridor in the years following World War II, so did the roadside lodging business. As a result of the expansion of U.S. 301, new pathways opened between Baltimore and Virginia. Between 1949 and 1968, the casino and gaming industry flourished along the U.S. 301 corridor. In 1949, slot machines were legalized and could be found in almost any bar or restaurant along the strip of U.S. 301 once known as "Little Vegas."

Significance Evaluation

The Waldorf Motel and Restaurant complex is not eligible for the National Register of Historic Places. Motels and motor courts are an important aspect of mid-twentieth century development within the U.S. 301 corridor in Prince George's and Charles Counties. The area once contained several of these establishments, which provided lodging for tourists and visitors to "Little Vegas" in the 1950s. However, the Waldorf Motel and Restaurant evolved over a period of time, most substantially in the mid 1960s, when the buildings on the property were expanded greatly. Other important original built components were removed over the course of time; the Olympic-sized pool was filled in and covered and an original pool house was demolished. Portions of original signage have also been removed. Therefore, the Waldorf Motel and Restaurant complex no longer conveys the period of significance, which would be the 1950s, when "Little Vegas" was a popular tourist destination. Therefore, the complex is not eligible under Criterion A because of changes and additions to the property that result in the lack of integrity of design, materials, workmanship, association, and feeling that prevents the property from conveying its importance as a tourist destination during this era of U.S. 301's history. Other motel properties within the corridor have higher degrees of integrity that more clearly convey this roadside significance, such as the Forest Hills Motel (PG: 79-76), determined eligible in 2000. Therefore, the Waldorf Motel and Restaurant complex is not eligible under Criterion A.

Historic research, including deed research, indicates that the property has no known association with significant or important persons who have made specific contributions to mid-twentieth century entertainment and tourist attractions along U.S. 301, or whose activities are demonstrably important within a regional or national context. Therefore, the Waldorf Motel and Restaurant complex is not eligible under Criterion B.

MARYLAND HISTORICAL TRUST REVIEW

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Eligibility not recommended _____

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Reviewer, National Register Program

Date

The Waldorf Motel and Restaurant complex is not eligible under Criterion C. Consideration was given to the property as a prominent motel initially constructed during the 1950s, which was U.S. 301's best-known time as a tourist destination. However, much has been altered since the last building phase and subsequent two-story expansion in the mid 1960s. The courtyard area that once housed the Olympic-sized pool to the rear of the restaurant was paved over in the 1980s to accommodate additional parking spaces. The Waldorf Restaurant, which now includes a more recent seafood market expansion along its façade, retains only a portion of its original neon sign. The motel is one of many examples within the corridor that display Contemporary style design elements as part of the mid-twentieth century commercial architecture that was prevalent along U.S. 301 during that period. There are better examples within the corridor that retain higher degrees of integrity. Because of the numerous changes dating to the more recent past, the altered motel complex does not embody distinctive characteristics or possess high architectural value. Therefore, it is not eligible under Criterion C for architectural significance.

The property was not evaluated for eligibility under Criterion D as part of this evaluation.

WORKS CONSULTED

Baeder, John. Gas, Food, and Lodging. A Postcard Odyssey, Through The Great American Roadside. New York, NY: Abbeville Press, 1982.

Brown, Jack D., et al. Charles County, Maryland: A History. La Plata, MD: Charles County Bicentennial Committee, 1976.

Enoch Pratt Free Library. Vertical Files. Baltimore, MD. 2008.

Jakle, John A., Keith A. Sculle and Jefferson S. Rogers. The Motel in America. Baltimore and London: The Johns Hopkins University Press. 1996.

Maryland Historical Trust. Vertical Files. Crownsville, MD 2008.

Maryland Historical Trust. Standards and Guidelines for Architectural and Historical Investigations in Maryland. Crownsville, MD: Maryland Historical Trust, 2000.

Maryland State Highway Administration (SHA). Cultural Resources Overview, U.S. 301 South Corridor Transportation Study, Prince George's and Charles Counties, Maryland. Mechanicsburg, PA. September 1996. (Prepared by KCI Technologies).

Maryland State Highway Administration (SHA). Identification and Eligibility Report: MD 301 Transportation Study in Charles and Prince George's Counties, Maryland. 1999/2000 (Prepared by EHT Tracerics, Inc.).

Maryland State Highway Administration (SHA). U.S. 301 Southern Corridor Waldorf Bypass Cultural Resources Assessment and Cultural Resources Sensitivity Model for Charles and Prince George's Counties, Maryland. 2007 (Prepared by Parsons Brinckerhoff, Inc.).

National Park Service. National Register Bulletin: Defining Boundaries for National Register Properties. Washington, D.C.: United States Department of the Interior, 1997.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

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Waldorf Motel

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National Park Service. National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Washington, D.C.: United States Department of the Interior, 1990.

Southern Maryland Studies Center. Charles County Community College, Southern Maryland Studies Room. Vertical Files and Library. 2008.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Waldorf Motel (CH: 1003)
2111 Crain Highway, Waldorf
Early-1950s to early-1960s
Private

Constructed between the early 1950s and mid 1960s, the Waldorf Motel is located along a busy stretch of U.S. 301 in Charles County. The motel is composed of a south wing and north wing that form a U-shaped, crescent configuration that faces east towards Crain Highway around an interior courtyard and parking lot. The motel contains elements of the Contemporary style of architecture sometimes used in the construction of motels, roadside lodging, and commercial establishments along prominent stretches of highway during the 1950s and 1960s. Motel wings are two stories in height and are composed of brick masonry construction. The south wing has a more linear footprint than the north wing, which turns at a right angle to wrap around the interior courtyard and parking area. An asphalt-shingle, front-sloping gable roof covers both wings of the motel and extends out to cover a concrete walkway on the second level. The motel is set on a level, open lot with patches of shrubs and landscaping. The motel office and carport are located in the easternmost section of the south wing, and the Waldorf Restaurant occupies the center of this complex. The Waldorf Motel was constructed in three building phases. The first story of the south wing was constructed in the early 1950s; the Waldorf Restaurant was constructed in 1952; and construction completed in the late-1950s and early 1960s included an expansion of the ground-level rooms, the construction of the north wing, and a second story addition to both wings. Since the mid 1960s, the Roberts family has operated the motel, which continues to serve this purpose. The Waldorf Motel complex is not eligible for the National Register of Historic Places because it has evolved over time and no longer conveys the period of significance from the 1950s to the 1960s.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. CH-1003

1. Name of Property (indicate preferred name)

historic Waldorf Motel

other

2. Location

street and number 2111 Crain Highway not for publication

city, town Waldorf vicinity

county Charles

3. Owner of Property (give names and mailing addresses of all owners)

name Waldorf Restaurant, Inc.

street and number P.O. Box 548 telephone 301-645-5555

city, town Waldorf state Maryland zip code 20604-0548

4. Location of Legal Description

courthouse, registry of deeds, etc. Charles County Courthouse Land Records liber 728 folio 104

city, town La Plata tax map 8 tax parcel 17 tax ID number 058655

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> recreation/culture	<input type="text"/> 3 buildings
<input type="checkbox"/> site		<input type="checkbox"/> defense	<input type="text"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> domestic	<input type="text"/> structures
		<input type="checkbox"/> education	<input type="text"/> objects
		<input type="checkbox"/> funerary	<input type="text"/> 3 Total
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			<input type="text"/> 0

7. Description

Inventory No. CH-1003

Condition

☐ excellent ☐ deteriorated
☐ good ☐ ruins
☒ fair ☐ altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Description

The Waldorf Motel and Restaurant complex is located on a 6.07-acre parcel along the west side of U.S. 301 in Charles County, Maryland. The complex includes the Waldorf Restaurant, which is located at the center of the parcel. The property is bordered by commercial businesses to the northeast and southwest, a moderately forested area to the northwest and rear of the complex, U.S. 301 to the southeast, and a residential dwelling directly to the north of the motel.

The 90-unit motel complex is oriented on a diagonal northwest-southeast axis facing directly onto U.S. 301. The restaurant, which is situated at the center of the motel complex, also faces directly onto U.S. 301 and is oriented on a similar northwest-southeast axis. The Waldorf Motel reflects the U-shaped crescent configuration that was prevalent with integrated motor courts and roadside lodging along prominent stretches of highway during the 1950s and the 1960s. The motel was built in a series of phases and had nearly doubled its number of rooms by the early 1960s. It continues to operate under private family ownership. Since the 1950s, the Roberts family has owned and operated the Waldorf, which continues to function as a motel facility under private family ownership.

Two motel wings with modest rooms flanking the rear ends of the complex form a U-shaped, motor court design; however, the two wings do not connect in the center of the U shape. The motel is set on a level, open lot with patches of shrubs and landscaping on the east side near U.S. 301. Due to the arrangement of the motel wings on the property, the motel appears to have been most visible and accessible by northbound traffic on U.S. 301 during the 1950s and 1960s. Directly behind the Waldorf Restaurant is a large, rectangular-shaped parking lot area with several grassy patches. This parking lot occupies a central location within the complex and allows for additional parking within the interior of the motor court. According to current owner, Les Roberts, an Olympic-sized pool once occupied the site of this parking lot, which is evident by its rectangular footprint. A paved driveway leads back between the two motel wings from this interior parking area to a secluded lot where a cluster of small service outbuildings are located.

EXTERIOR DESCRIPTION

The South Wing and the North Wing:

The motel complex was constructed in three building phases: 1) the early-1950s ground-level portion of just the south wing; 2) a late-1950s expansion of the ground-level rooms to include a new north wing; and 3) an early-1960s second-story addition on top of both the existing south wing and north wing ground-level rooms. Although not a high-style example, the motel exhibits characteristics of the Contemporary style that was popular during the mid-twentieth century in commercial roadside architecture. Architectural themes such as cantilevered and widened roof eaves, low-pitched ridgelines, sharp angled structural piers, and large bays containing window units are consistent throughout the motel wings and restaurant.

The south wing of the motel contains two stories and is slightly more linear in design than its north wing counterpart. The façade is oriented in a diagonal fashion towards the east with the rear of the south wing facing west. The north wing holds more motel rooms and has a sharp bend at a ninety-degree angle. Together with the south wing, the north wing's contours form an interior courtyard space parking area.

Both north and south sections of the motel have masonry construction with brick veneer on the front façade and vinyl siding on the unadorned rear elevation. The roof is a contiguous series of segmented, moderately pitched side gables that are covered with asphalt shingles, gently sloping towards the front elevation. The body of the south wing was laid out in a series of 11 connecting two-story segments. These segments consist of either four rooms total, with two on the ground level and two on the second level, or two rooms total, with one room on the ground level and one room above. They vary in width and alternate throughout the expansion of the wing. This stylistic technique lends visual diversity and aesthetic interest to an otherwise uniform facade.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. CH-1003

Name Waldorf Motel
Continuation Sheet

Number 7 Page 1

On their front-facing elevations, the first and second levels of both wings are separated by a concrete walkway and open-rail balcony that are continuous throughout the entire span of the wing and supported by columns below. This concrete walkway served as the original canopy roof for the 1950s ground-level rooms and protruded over the concrete patio. This canopy roof reflected the gradual slope in the site's topography and conformed to the patio. Stylistically, the second-story roof eaves cantilever several feet on the front elevations in an effort to provide shelter for the balconies and mimic the 1950s design.

There are noticeable differences between the ground level and second story on both the south and north sections. The ground level has fewer rooms than the second level; this is because the rooms on the 1950s ground-level sections have garage spaces incorporated into their layout as part of the original design. This feature stemmed from an earlier motel philosophy where visitors and guests could drive directly into a private garage and enter their motel room. Exterior brick bond patterns are also different on the two stories of the facade. The ground level brick veneer has a common bond pattern, and the second level has a later-version stretcher bond pattern. Windows on the ground level are two-over-two horizontal double-hung sash and there are fewer of them than on the second level. The second level has larger, square-shaped picture windows that contain a center fixed sash with a fixed transom flanked by casement sidelights. The windows appear to be original on both floors.

The motel office, vestibule, and carport are connected to the southeast corner of the south wing and are integrated into its linear design. This section of the complex most likely dates to the second phase of construction, when the complex expanded from just the south wing to include the north wing. The office space occupies a prominent position within the overall layout and building arrangement. It is two stories tall and three bays wide with two fixed-sash, glass storefront windows on the ground level. Two entranceways lead into the office from the exterior carport on the ground level. The second story of the office facade has three bays with four concrete vertical piers between each bay that slightly angle toward the roof eaves. Windows on the second story are one-over-one double-hung sash. The second-story roof eaves cantilever over the facade by a few feet and exhibit a thickness in design that is only visible on the two-story office component of the wing. The eaves exhibit a design element in which they angle towards the top corners of the roof and are offset with a green-colored vinyl siding. The roof of the office building is flat and has an asphalt shingle covering. The carport is one story tall and projects to the east from the facade of the office building. It is supported by small circular columns that extend from a concrete base that contains decorative stone ledges.

Waldorf Restaurant:

The Waldorf Restaurant dates to the early 1950s and was part of the earliest construction phase of the motel. It occupies a square-shaped footprint within the parcel and faces onto the front parking lot and U.S. 301. Like the motel wings, the restaurant embodies characteristics of the Contemporary architectural style. It is two stories tall with a broad front-facing gable roof characterized by a low-pitched center ridgeline. The building is composed of masonry and frame construction with structural brick piers present at the corners. A recent, one-story addition on the north elevation presently houses Annapolis Seafood market. The restaurant's main roof is covered with asphalt shingles and has stylistic features similar to the adjacent office where the thick roof eaves project over the facade in a prominent fashion and are clad in horizontal green vinyl. The front gable is clad in horizontal wood siding. The ground story has a patio area in the front covered by a shed roof that is supported by wooden columns and covered with wood shake. The front covered patio area extends the full length of the front elevation and wraps around to the south elevation. The second story contains five bays separated by angular concrete columns; each bay has a unit of either three or four fixed-sash windows. The ground level is clad in vertical wood paneling and contains a series of three to four window units and entrances to the restaurant. The market addition has a commercial glass storefront.

The south elevation contains much of the same stylistic characteristics as the front facade, with three window bays on the second level, and wider window units complete with four, five, and six fixed-sash single panes. The ground level is of brick construction and contains few windows. A covered staircase leads to a second story entrance from the ground level on the south elevation. The

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Name Waldorf Motel
Continuation Sheet

Number 7 Page 2

original sign for the motel and restaurant stands prominently atop the center ridgeline of the main roof and is visible from the north and south elevations. According to a historic postcard in the possession of the Roberts family that dates to the late 1950s, an additional neon arrow sign accompanied the larger restaurant neon sign atop the roof.

The west and north elevations are generally unadorned. They are of brick construction and exhibit several utilitarian entranceways and windows to service the restaurant and seafood market. The north elevation also employs a shed addition for use by the seafood market.

Supporting Buildings:

Behind the motel complex and the opening between the north and south wing are two rows of small service structures. These structures are set at a diagonal to each other and form a rustic courtyard area between them. Local tradition suggests that these outbuildings are utilitarian in nature and once housed the cleaning and cooking staff for the motel and restaurant. The outbuildings on the north row comprise a series of connected one-story frame structures with high-pitched gable roofs and a central one-story shed addition. The south row comprises a series of six connected, one-pile rooms with a doorway and side window each. The buildings continue to function as service structures for the motel, housing laundry, storage, and cleaning equipment.

8. Significance

Inventory No. CH-1003

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input checked="" type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates

Architect/Builder unknown

Construction dates early 1950s – early 1960s

Evaluation for:

☐ National Register

☐ Maryland Register

☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

History

The land on which the Waldorf Motel now stands consisted of two parcels that were once part of a larger tract variously known as "Grant's Enlargement," "Duke's Delight," "Timberline," and "Mollie's Delight." Historic deed research indicates that the original 100-acre parcel extended further northwest of the motel (2125 Crain Highway) from U.S. 301. This parcel was transferred several times within the Hunt family before Constance E. Hunt acquired it from William E. Hunt, who had died unexpectedly. In 1940, Hilder I. E. Malm bought the property and subsequently sold it to William B. Fenwick and Margaret A. Fenwick of Charles County in 1942.

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The roadside motel evolved out of a necessity for leisure tourists traveling by automobile to have accessible overnight accommodations complete with food, gas, and entertainment services. The first popular form of remote lodging was the "cabin camp" or tourist camp that began in the western United States, which increasingly took hold because it was a much cheaper alternative to traditional hotels. With the construction of new highways and roads, automobile adventurers flocked to these popular destinations prior to World War I.¹ Although the Great Depression was very destructive to the hotel industry, the motel industry thrived because

¹ John A. Jakle, Keith A. Sculle, and Jefferson S. Rogers, *The Motel in America*, Baltimore and London: The Johns Hopkins University Press, 32.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. CH-1003

Name Waldorf Motel
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Number 8 Page 1

Americans continued to vacation by automobile with a need for less-expensive accommodations.² Cabin camps and their appealing convenience flourished into the Great Depression era. In 1933, cabin-camp construction was considered to be one of the few “booming” building sectors of the Great Depression.³ These destination accommodations were increasingly referred to as auto camps, tourist courts, motor hotels, motor lodges, autels, and most commonly “motels”.⁴

Motels, like hotels, provided lodging for travelers; however, the motel was typically located along a highway instead of within an urban setting and provided the motorist with direct access to individual parking spaces. The number of roadside motels along America’s highways increased from 600 to more than 40,000 between the late 1920s and the 1950s.⁵ Smaller, independently-owned motels, also referred to as “mom-and-pop” management, dominated the motel industry during this period. These “mom-and-pop” establishments were considered wholesome, family-oriented, and safe places to stay. Competition between motel operators helped raise the standards of the entire motel industry.

World War II caused a lull in motel construction and development due to gasoline rationing and a reduction in automobile and tourist travel as the nation focused on the war effort. The motel business soon boomed again by the late 1950s and into the 1960s, with motels no longer taking the form of individual cottage or auto camps but as fully integrated buildings under a single roof.⁶ Motels benefited from the decentralization of cities and towns and the increasing suburbanization that came with automobile ownership. The federal interstate highway program, which began in 1956, was an important factor in decentralization and the widespread suburbanization process.⁷

Evolving motel morphology requires focusing on specific building types and building arrangement within the motel complex. Auto camps, cabin camps, and cottage courts with detached rooms gradually evolved into single integrated units underneath one roof. These integrated units embodied several different footprints that served practical and functional purposes. The spatial organization of the roadside motel took on many forms including motels laid out in one row or a series of rows, in the shape of a narrow U or wide U, and a crescent or cluster-shaped complex.⁸ In all of these transitions, the main registration office comprised the central core of the integrated linear and curvilinear layout. Long porches enhanced the sense of visual integration and sheltered open windows during inclement weather.⁹ Most commonly between the 1930s and mid 1950s, motel construction displayed elements of the Colonial Revival, Spanish Colonial Revival, and Modern/Contemporary architectural styles.

Motor courts began as single-story structures that were later altered or expanded. Many motel complexes boasted centrally located coffee shops, restaurants, pools, and recreational courtyard spaces as part of their integrated package. Soon, competing motels sought the benefits of brand recognition by displaying eye-catching neon signage next to the motel complex to attract wayward travelers from the busy highway. The later trend was towards “motor inns” in the late 1950s, which were substantially larger and most often made up of two- or three-story buildings organized around a central courtyard or pool area. Typical motor inns featured expanded public spaces indoors with the registration desk area expanded into a motel lobby with a gift shop and restrooms. These motor inns were the predecessors to multi-story, present-day highway hotels.

² Maryland State Highway Administration, 1999, *Identification and Eligibility Report: MD 301 Transportation Study in Charles and Prince George’s Counties, Maryland*, (Prepared by EHT Tracerics, Inc.), p.28.

³ Jakle, et al, 39.

⁴ Maryland State Highway Administration, 1999, *Identification and Eligibility Report*, 26.

⁵ Ibid.

⁶ Ibid, 28.

⁷ Jakle, et al, 45.

⁸ Ibid, 37.

⁹ Ibid, 43.

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"Little Vegas" and U.S. 301

Commercial development greatly increased along the U.S. 301 corridor in the years following World War II. The boom in the Charles County roadside lodging business came when the U.S. 301 Potomac River Bridge was constructed in 1940. As a result of the expansion of U.S. 301, new pathways opened between Baltimore and Virginia. In the mid 1950s, traffic on U.S. 301 became so heavy that the road was dualized.¹⁰ "Motels and restaurants sprang up to accommodate tourists, sportsmen and others who passed through or stopped in Charles County."¹¹ Motels and other tourist facilities came after the county successfully marketed the Charles County strip along U.S. 301 as offering the best business potential on the highway between Maine and Florida.¹² A 1955 article from the *Charles County Crossroad* offers some insight into what became known as the "Waldorf Extended" getaway:

"It happens that for the northbound motorist, 'Waldorf Extended' is a very convenient overnight stop, two nights out of Miami. The southern New Englander or the New Yorker also finds that it is time for his first night stop just as he reaches this area. The motels that have come to be the predominating figures on the roadside landscape are elegant indeed. They represent all degrees of excellence, from the not-so-excellent to the very-excellent. The best of them offer such city refinements as wall-to-wall carpeting, air conditioning, telephones in every room, tile baths and showers, decorator-furnished rooms, and ice cubes delivered to your room upon arrival. One of the newest has interior halls radiating from a central lobby. Guests are thus able to reach their rooms from both the inside and outside of the motel."¹³

Between 1949 and 1968, the casino and gaming industry flourished along the U.S. 301 corridor. Slot machines were a huge tourist attraction for motels and other businesses along this route. In 1949, slot machines were legalized and could be found in almost any bar or restaurant along the strip of U.S. 301 known as "Little Vegas."¹⁴ This strip refers to a swath of highway along U.S. 301 located south of the intersection between U.S. 301 and MD Route 5 (Mattawoman-Beantown Road). Back in its heyday, this area once buzzed with nightlife, 24-hour diners, movie theaters, bright lights, live music shows, and famous performers.¹⁵ In fact, Maryland had three times as many federally licensed gambling devices as Nevada.¹⁶ Finally, in March 1963, after years of struggle and turmoil surrounding the presence of slot machines in Charles and Prince George's Counties, the state legislature voted to freeze new slots licenses and ultimately phase out all slot machines by July 1, 1968.¹⁷ This action had a permanent negative impact on the motel and entertainment businesses along U.S. 301 and contributed to the demise of the motor courts and slot machine era.

¹⁰ *Maryland Independent*, "100th Anniversary Issue," Author unknown, October 19, 1972, College of Southern Maryland, Southern Maryland Studies Room, p. A-9.

¹¹ Jack D. Brown, et al, *Charles County, Maryland: A History*, La Plata, MD: Charles County Bicentennial Committee, p. 66; Maryland State Highway Administration, 1999, *Identification and Eligibility Report*, 30.

¹² Robert G. Breen, "Location By Lady Luck," *Charles County Crossroad*, March 22, 1954, Enoch Pratt Free Library, Baltimore, MD.

¹³ Ibid.

¹⁴ Ibid.

¹⁵ Ibid.

¹⁶ Stephen Janie, "Little Vegas", *Chesapeake Life*, May/June 2007, Available online at

<http://www.chesapeakelifemag.com/index.php/cl/features_article/fe_little_vegas_mj07/> accessed March 2008.

¹⁷ Ibid.

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Name Waldorf Motel
Continuation Sheet

Number 8 Page 3

CHAIN OF TITLE

Parcel #1 (2125 Crain Highway) 32.66 acres under Waldorf Restaurant, Inc. ownership

May 27, 1966	Allen D. Fenwick and Evangeline C. Fenwick, his wife, and Margaret A. Fenwick, widow, to The Flamingo Corporation, a corporate body Liber 182, Folio 159 Charles County Land Records
June 20, 1951	William B. Fenwick and Margaret A. Fenwick to Allen D. Fenwick and Evangeline C. Fenwick Liber 96, Folio 407 Charles County Land Records
May 9, 1942	Hilder I. E. Malm to William B. Fenwick and Margaret A. Fenwick Liber W.M.A. No. 76, Folio 227 Charles County Land Records
June 26, 1940	Constance E. Hunt, widow, to Hilder I. E. Malm of Washington City (D.C.) 100 acres Liber W.M.A. No. 72, Folio 363 Charles County Land Records
August 21, 1939	George R. Hunt and Ula J. Ryon, et al. to Constance E. Hunt, convey the personal estate of William E. Hunt Liber W.M.A. No. 71, Folio 33 Charles County Land Records

Parcel #2 (2111 Crain Highway) 6.07 acres under Waldorf Restaurant, Inc. ownership

July 20, 1980	Grace W. Chaney Fuss and Grace W. Chaney, representative for estate of Eugene Chaney (deceased) to Waldorf Restaurant, Inc., a corporate body Liber 728, Folio 104 Charles County Land Records
May 5, 1967	Waldorf Restaurant, Inc. to Eugene Chaney and Grace W. Chaney Liber 188, Folio 409 Charles County Land Records
December 30, 1964	Eugene Chaney and Grace W. Chaney conveyed to Waldorf Restaurant, Inc. Liber 172, Folio 665 Charles County Land Records
February 28, 1957	Eugene Chaney and Grace W. Chaney executed a Trust with Trustees designated as Pauline C. Dodson and Allen A. Sperling Liber 129, Folio 438 Charles County Land Records

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Number 8 Page 4

February 6, 1950

Howard E. Garner and Martha T. Garner, his wife, to Eugene Chaney and Grace W. Chaney, his wife
Liber 90, Folio 131
Charles County Land Records

April 5, 1947

Mary E. Kulle, et al. to Howard E. Garner and Martha T. Garner, his wife
Liber P.C.M. No. 85, Folio 24
Charles County Land Records

9. Major Bibliographical References

Inventory No. CH-1003

See continuation sheet

10. Geographical Data

Acreage of surveyed property 6.07
Acreage of historical setting 6.07
Quadrangle name Piscataway

Quadrangle scale: 1:24,000

Verbal boundary description and justification

BOUNDARY DESCRIPTION

The boundary is shown on the accompanying tax parcel map.

BOUNDARY JUSTIFICATION

The property at 2125 Crain Highway and 2111 Crain Highway is and has been previously associated with two parcels listed in the Charles County Land Records: Charles County Property Map 8, Parcels 17 and 254.

11. Form Prepared by

name/title	Renee S. Novak		
organization	Parsons Brinckerhoff	date	April 07, 2008
street & number	100 South Charles St., Tower One, 10 th Floor	telephone	410-727-5050
city or town	Baltimore	state	Maryland

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

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Name Waldorf Motel
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Southern Maryland Studies Center. Charles County Community College, Southern Maryland Studies Room. Vertical Files and Library. 2008.

Conversation with Les and Marie Roberts, owners of the Waldorf Motel. March 2008.

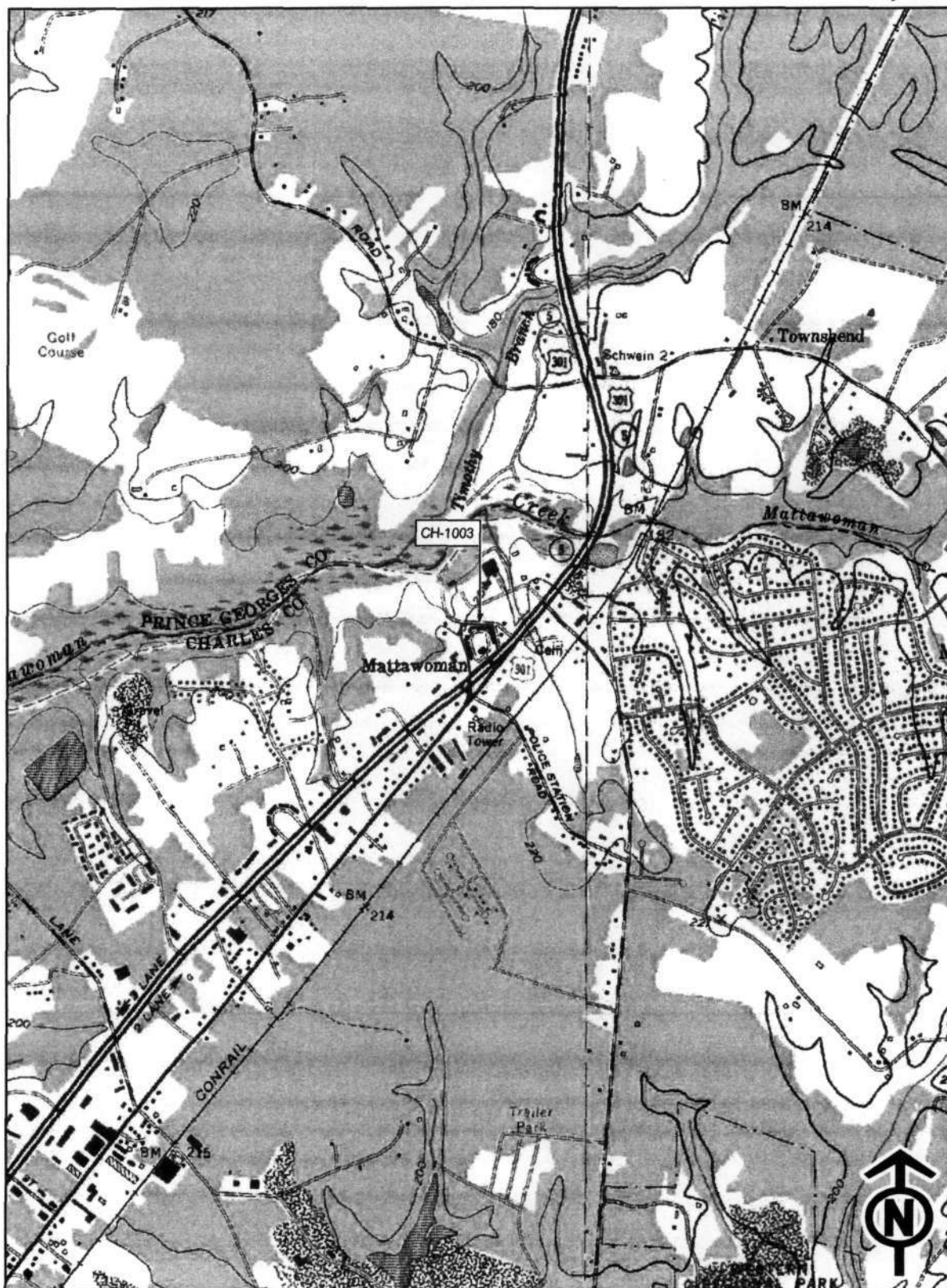
Waldorf Motel



Waldorf Motel (CH-1003)
2111 Crain Highway
Waldorf, MD 20601

USGS Piscataway Quad

Waldorf Motel



0 1,000 Feet

1:24,000

MOTEL
WALDORF RESTAURANT



CH-1003

Waldorf Motel

Charles County, Maryland

Renee S. Novak

March 19, 2008

MD SHPO

view of the south + east elevations of the
Waldorf Restaurant

1 of 15



CH-1003

Waldorf Motel

Charles County, Maryland

Renee S. Novak

March 19, 2008

MD SHPO

view of the motel office and carport on the
south wing, looking southwest

#2 of 15



CH-1003

Waldorf Motel

Charles County, Maryland

Rene'e S. Novak

March 19, 2008

MD SHPO

view of motel office and carport on the south
wing, looking west

#3 of 15



CH-1003

Cadillac Motel

Charles County, Maryland

Renee S. Novak

March 19, 2008

MD SHPO

view of north wing (south elevation), looking
east

#4 of 15



CH-1003

Waldorf Motel

Charles County, Maryland

Renee S. Novak

March 19, 2008

MD SHPO

motel rooms on the north wing, first and
second stories

#5 of 15



CH-1003

Waldorf Motel

Charles County, Maryland

Renee S. Novak

March 19, 2008

MD SHPO

View of north wing as it curves around to
the east, looking northeast

#6 of 15



CH 1003

Waldorf Motel

Charles County, Maryland

Rene'e S. Novak

March 19, 2008

MD SHPO

view of south wing to the left and north
wing to the right

#7 of 15



CH 1003

Waldorf Motel

Charles County, Maryland

Renee S. Novak

March 19, 2008

MD SHPO

View of north wing (south elevation), looking
northeast

#8 of 15



CH-1003

~~CH~~ Waldorf Motel

Charles County, Maryland

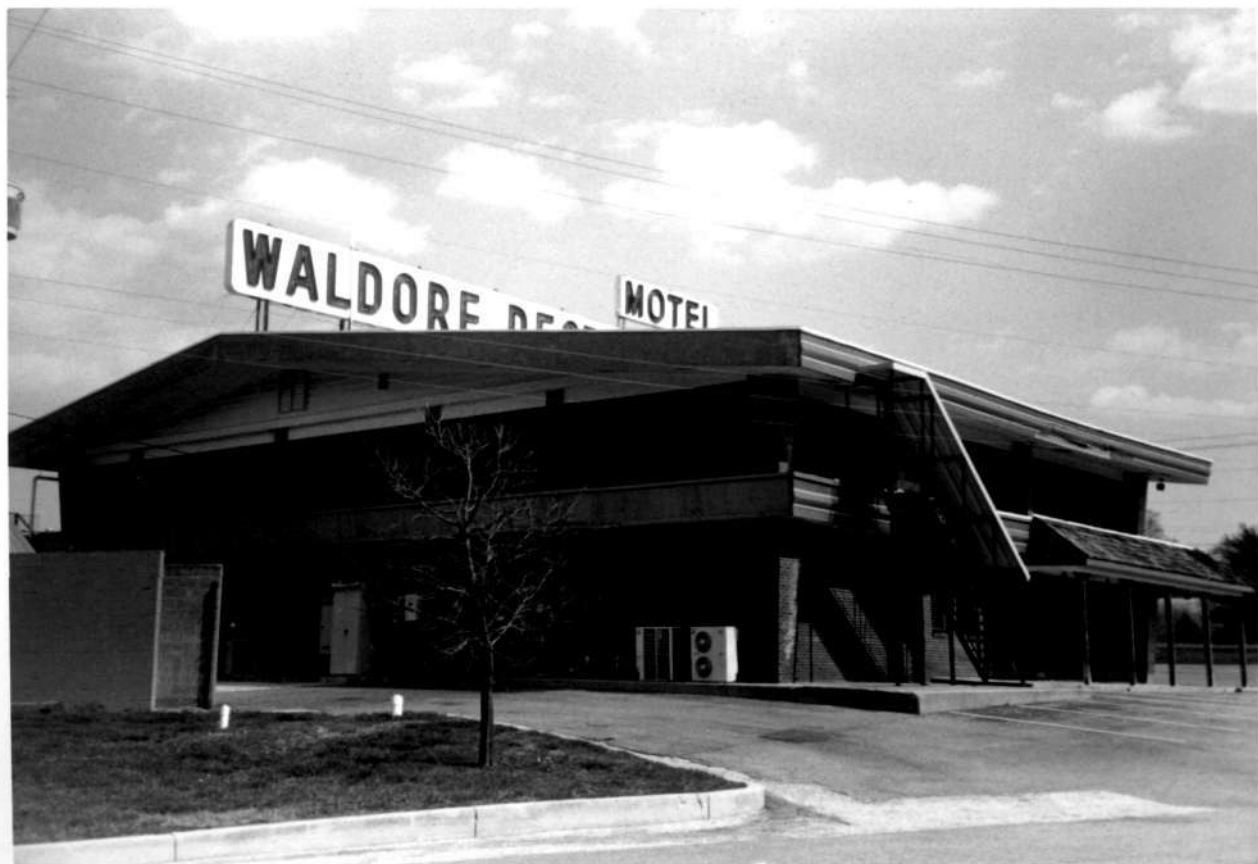
Renée S. Novak

March 19, 2008

MD SHPO

View of motel rooms on the south wing, first
and second stories

#9 of 15



CH-1003

Waldorf Motel

Charles County, Maryland

Renée S. Novak

March 19, 2008

MD SHPO

view of southwest elevation of Waldorf
Restaurant, looking northeast

#10 of 15

MOTEL
WALDORF RESTAURANT



CH-1003

Waldorf Motel

Charles County, Maryland

Renee S. Novak

March 19, 2008

MD SHPO

view of rear (west) elevation of Waldorf
Restaurant, south wing in the distance, and
parking lot that used to be an Olympic-
sized swimming pool

#11 of 15



CH-1003

Waldorf Motel

Charles County, Maryland

Renee S. Novak

March 19, 2008

MD SHPO

view of rear elevation of restaurant and
parking lot area

#12 of 15

MOTEL
WALDORF RESTAURANT



CH-1003

Waldorf Motel

Charles County, Maryland

Renee S. Novak

March 19, 2008

MD SHPO

view of east elevation of restaurant and
seafood market

13 of 15

Rip's RESTAURANT

ANNAPOLIS SEAFOOD MARKET
CRABS ARE HERE

MOTEL
WALDORF



CH-1003

Waldorf Motel

Charles County, Maryland

Renée S. Novak

March 19, 2008

MD SHPO

view of restaurant sign and east elevation
of Waldorf Restaurant building

#14 of 15

MOTEL
NCE

Rip's



CH-1003

Waldorf Motel

Charles County, Maryland

Renee S. Novak

March 19, 2008

MD SHPO

view of landscaped area east of ~~the~~ motel
that is bordered by U.S. 301 to the east

#15 of 15